

Approved For Release 2001/03/06 : CIA-RDP82-00457R009600160009-4

CLASSIFICATION ~~SECRET/CONFIDENTIAL~~ ^{CONFIDENTIAL} OFFICIALS ONLY

SECURITY INFORMATION
CENTRAL INTELLIGENCE AGENCY

REPORT NO.

25X1A

INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 5 Jan. 1952

SUBJECT Reconstruction and Dismantling
25X1A of Railroad Tracks

NO. OF PAGES 4

REFERENCE COPY

NO. OF ENCLS.
(LISTED BELOW)

1 photostat#

25X1A

SUPPLEMENT TO
REPORT NO.

DO NOT CIRCULATE

25X1X

1. In conferences held at the Directorate General, Railroads, Berlin, on 30 July and 3 August 1951, it was suggested that the following railroad lines be dismantled in order to obtain rails and ties for the improvement of the Frankfurt/Oder-Guben and the construction of the Schwaan-Buetzow railroad lines. [REDACTED] 25X1A

25X1A

a. Land Saxony:

Branch off Neu-Schoenberg-Deutschneudorf:

Holzhausen-Herrnsdorf-Rehefeld;

Pirna-Zehista-Grossotta;

Grosswaltersdorf-Eppendorf:

Taltitz-Oelsnitz.

b. Land Saxony-Anhalt:

Gommern -Loburg;

Diesdorf-Waddekath-Rade;

Rohrberg-Hanum;

Bergwitz-Komburg.

7. Land Brandenburg:

Wittenwalde-Schoenefeld:

Hoppegarten-Altlandsberg:

Gross Kreutz-Lehning.

Document No. 006
 No Change in Class. ☐
☐ Declassified
 Class. Changed To: TS S E
 Auth.: HR 70-2
 Date: 22/08/78 By: 008

OFFICIALS ONLY

CLASSIFICATION ~~SECRET~~ CONTROL U.S. OFFICIALS ONLY

[illegible]

CENTRAL INTELLIGENCE AGENCY

-2-

d. Land Thuringia:

Siding track Eichicht - Hohenwarte.

e. Land Mecklenburg:

Schoenberg - Dassow.

(2)

At the conferences mentioned, it was also resolved that the rails of the Radibor-Weissenberg railroad line in the Dresden regional railroad district, the Schwedt-Angermünde and Bergen-Lauterbach lines in the Greifswald regional railroad district be replaced by lighter type rails obtained by the dismantling of the Bleicherode-Zwinge line in the Erfurt regional railroad district. Orders were given that preparations be made without delay for the dismantling of the Oelsnitz-Taltitz, the Grosswaltersdorf-Eppendorf railroad lines and of three spur tracks of the former German Army administration in Elsnitz (sic) (possibly Oelsnitz, Targau and Mookrehna. (3)

2. The dismantling of the Ludwigsfelde-Teltow and the immediate dismantling of the Bismarck-Pöhlungen railroad lines was ordered in two railroad teletypes sent by the Directorate General, Railroads, Berlin, on 5 and 24 September 1951 respectively. It was ordered that a stretch of 800 meters be dismantled daily on the latter line. (4) The dismantling of the Holzhau-Hermsdorf/Rehefeld railroad line, ordered by railroad teletype on 21 September 1951 was revoked on 29 September, as the Ministry of Heavy Industry requested that the line be preserved. Only a section of the line running from Hermsdorf/Rehefeld as far as the border was released for dismantling. (2)

3. The completion date for the Frankfurt/Oder-Guben railroad line has been postponed from 31 October to 30 November 1951. (1) According to railroad officials of the Berlin regional railroad headquarters, there is a possibility that the second stage of the southern section of the Berlin Outer Freight Ring will be completed by 15 October 1951 as scheduled.

25X1A

4. On 11 October 1951, [redacted] that the poor condition of the Dahmsdorf-Muoncheberg-Fuerstenwalde railroad line made it necessary to limit the maximum axle pressure on this line to 10 tons. (5) Source furthermore learned that the German section of the railroad bridge across the Oder River in Kuestrin-Kietz, which was previously fastened by screws, has been riveted by a German firm, but the status of the Polish section of the bridge was not changed. An informant stated that by virtue of the German-Polish friendship, the entire bridge had been contractually returned to the DDR on condition that the remaining section of the bridge would also be riveted. Allegedly girders have been provided for the reconstruction of the second track on this bridge. (6)

25X1A

5. [redacted] that the Beeskow-Luebben-Luckau-Uckro-Falkenberg railroad line has been reconditioned. Narrow curves and steep grades were eliminated and the roadbed was raised at some places. The Beeskow-Luebben section has been completed but work is still being done near Luckau. The bridge across the Spree River near Briescht was opened to traffic on 5 October 1951. It is now capable of carrying heavy trains. (7)

25X1A

6. [redacted] in Berlin that the Foundry Combine East near Fuerstenberg/Oder is to be provided with up-to-date railroad station facilities. The foundry combine is to be connected with the Frankfurt/Oder trunk line by a railroad line from Ziltendorf to Gumnow. A track will be laid around the entire area of the steel plants, and spur tracks will run to each blast furnace. The planned railroad installations for the steel plant will be capable of handling 24 incoming and outgoing trains daily. In the fall of 1951, the foundry combine processed 75,000 to 80,000 tons of ore per month. (8)

CENTRAL INTELLIGENCE AGENCY

-3-

25X1A

25X1A

7. [REDACTED] of the Dresden-Bad Schandau-Czechoslovakia railroad line is to be increased by constructing new tracks at the railroad stations on this line. The necessary work is to be completed by 31 December 1951. [REDACTED] 25X1A

25X1A

8. From regulations of the Cottbus regional railroad headquarters, listing slow-down points for the period from 7 through 20 October 1951, [REDACTED] learned that the railroad bridge near Horka is being [REDACTED]

25X1A

Comments.

25X1A

- (1) The reconstruction of the second track of the Frankfurt/Oder-Guben railroad line was reported previously. The Schwaan-Buetzow single-track railroad line, which was dismantled, is a feeder line to the Baltic Sea Ports of Rostock and Warnemuende. [REDACTED] 25X1A
- (2) The Neu-Schoenberg - Deutschneudorf railroad line, which is 10 km long, is the last stretch of the Pockau Lengenfeld-Deutschneudorf single track branch line which runs to the Czechoslovakian border. The intended dismantling of the Holzhausen-Rehefeld railroad line was reported previously.

25X1A

According to paragraph 2 of the present report, only the last stretch of this line, the track between Hermsdorf-Rehefeld and the German border is to be dismantled. The Zehista-Grosscotta railroad line, which is 5 km long, is the last stretch of the single-track Pirna-Grosscotta branch line. The Grosswaltersdorf-Eppendorf line, which is 5 km long, is the last stretch of the Hetzdorf-Grosswaltersdorf railroad line. The winter timetable of the Soviet Zone of Germany, valid since 1 October 1951, does not include this line. The Taltitz-Oelsnitz railroad line, which is 3 km long, is a section of the single-track Lottengruen-Oelsnitz (Vogtland) railroad line. The Gommern-Loburg narrow-gauge single-track railroad line is 20 km long and runs east of Magdeburg. The Bisdorf-Waddekath-Rade railroad line, which is 6 km long, is a section of the Bietzendorf-Waddekath-Rade railroad line, which crosses the zonal boundary toward the west but is not used for interzonal traffic. The Rohrberg-Hanum single-track railroad line, which is 14 km long, branches off the Bietzendorf-Rade railroad line. It also crosses the zonal boundary but is not used for interzonal traffic. The Bergwitz-Kemberg single-track dead-end branch line is 6 km long and branches off the Wittenberg-Mitterfeld trunk line. The single-track Mittenwalde-Schoenefeld railroad line, which is 18 km long, was not included in the winter timetable of the Soviet Zone of Germany. The Hoppogarten-Altlandsberg single-track dead-end branch line is 7 km long and branches off toward the north from the Berlin-Kuesstrin trunk line. The Gross Kruetz-Lehmin single-track dead-end branch line, which is 12 km long branches off toward the south from the Berlin-Magdeburg trunk line. The Eichicht-Hohenwarte railroad line apparently is a feeder line branching off near Eichicht on the Saalfeld-Lobenstein railroad line. The dismantling of the Schoenberg-Dassow railroad line was reported previously. [REDACTED] The line was not included in the winter timetable of the Soviet Zone of Germany.

25X1A

- (3) The Radibor-Weissenberg railroad line is a 25-km stretch of the formerly double-track Goerlitz-Loebau-Bautzen trunk line. After the installation of lighter type rails, this line would lose the status of a main line, which would be detrimental if a border crossing point is established in Goerlitz. The installation of lighter type rails on the Schwedt-Angermuende railroad line was reported previously. [REDACTED] The Bergen-Lauterbach railroad line, which is 12 km long, is on the Isle of Ruegen. The line is no longer of any importance. The Bleicherode-Zwinge railroad line, which is 26 km long, is a single-track branch line which crosses the zonal boundary but is no longer used for interzonal traffic.

25X1A

SECRET/CONTROL/US OFFICIALS ONLY

~~CONFIDENTIAL~~
CENTRAL INTELLIGENCE AGENCY

25X1A

- (4) The Ludwigsfelde-Teltow line section, which runs parallel to the Berlin-Justobog trunk line, is superfluous since the opening of the southern section of the Berlin Outer Freight Ring. The Bismarck-Peulingen single-track branch line, which is 25 km long, was not included in the winter timetable of the Soviet Zone of Germany.
- (5) The Dahmsdorf-Fuerstenwalde railroad line connects the Berlin-Kuestrin and Berlin-Frankfurt/Oder trunk lines. It serves the Soviet supply installations located in this area.
- (6) The intended construction of a second track on this railroad bridge across the Oder River was reported previously.
- (7) The Beeskow-Falkenberg railroad line is an important cross connection between three trunk lines. Until now, through-traffic was interrupted near Briescht because the bridge over the Spree River was destroyed during the war.
- (8) **The railroad construction work necessi-**
tated by the newly erected Foundry Combine East near Fuerstenborg was reported previously.
- (9) The intended reconstruction of the second track on the Dresden-Bad Schandau-border railroad line, which is the most important connection with Czechoslovakia, was reported previously. See
This project had to be postponed because of lack of rails. The construction of passing sidings at suitable railroad stations on this line is a makeshift measure to increase its carrying capacity.
- (10) It is not clear whether [REDACTED] across the Weisser Schoops River or the eastern bridge across the Lausitzer Neisse River. However, it is believed that the latter bridge is concerned, because it is a temporary structure with a limited load capacity and is already very delayed.

25X1A

~~CONFIDENTIAL~~

SECRET/CONTROL/US OFFICIALS ONLY